<u>Remarks</u>

Claims 1-9 are pending. Claims 1 and 9 are independent claims. Reconsideration and reexamination of the application is respectfully requested.

The claims have been amended in a manner which is believed to overcome the rejections under 35 U.S.C. § 112, second paragraph. In particular, the claims are now directed to the combination of the **rear-view mirror** ***installed on a vehicle***. Each one of the specific objections raised by the Examiner has been properly addressed.

Applicant believes that the amended claims 5 and 7 allow to overcome the objection to the drawings under 37 CFR 1.83(a). In particular, the claimed reflective and flat surfaces are referenced by the reference numerals 14 and 15 in Figs. 3 and 4.

Applicant submits that the amendments to the claims also allow to overcome the rejections under 35 U.S.C. 102 and 103.

The prior art of record fails to disclose or fairly suggest to a person having ordinary skill in the art the claimed wide viewing angle rear-view mirror, which is installed on a vehicle, and whose aspheric reflecting surface has the particular geometric configuration, as claimed, formed by rotation of the curve defined by the claimed equation and whose radius of curvature varies point by point. There is no fair teaching or suggestion, in particular, in **Altmann '395** and/or **Schud '603**, which would lead a person having ordinary skill in the art to such a claimed geometric configuration of the rear-view mirror installed on the vehicle.

Both **Altmann '395** and **Schud '603** relate to internal wedge-shaped mirrors which operate in two different positions for reduction of glare of the reflected light, and which hardly relate to increasing the angle of side vision with reduced reflected image reduction.

Applicant's claimed rear-view mirror, installed on a vehicle and having an aspheric reflecting surface with the particular geometric configuration as claimed formed by rotation of the curve defined by the claimed equation and whose radius of curvature varies point by point, advantageously provides a rear view up to 85° (maximum dead angle reduction) without image deformation. It is submitted that these advantageous results are surprising and unexpected over the prior art of record, which neither discloses or fairly suggests to a person having ordinary skill in the art the claimed combination for achieves such advantageous results.

In view of the foregoing, allowance of claims 1-9 is respectfully requested.

Respectfully submitted,

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Encl.: -Petition for Extension of Time.
-Copy of Marked-up Version of Claims.

Application/Control Number : 09/533,215
Art Unit: 2872
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Marked-up Version of Claims

1. (amended) A rear-view mirror with a wide viewing angle and reduced single-image distortion[, particularly for vehicles, wherein it comprises] installed on a vehicle, the mirror comprising a monolithic plastic body which is made of transparent plastic material and in which a surface that faces objects to be detected is flat and an opposite reflecting surface is obtained with an aspheric shape which is optically generated by the rotation, about an axis which is ideally parallel to a centerline axis of the vehicle on which the mirror is [to be] installed, of a curve whose equation is:

$$M = 1/[1+(2E/R)]$$

wherein M is the angular magnification of [the] a reflected image of the mirror, E is the distance of the eye of a driver from the surface of the mirror that faces objects to be detected and R is the radius of curvature of the mirror[, where R] which varies point by point [by means of an optically known equation which is extracted and obtained empirically with three parameters which depend on the design choice of M and E] along the mirror.

2. (amended) The mirror installed on a vehicle according to claim 1, wherein [it is monolithic and] said reflecting surface is fully aspheric.

3. (amended) The rear-view mirror installed on a vehicle according to claim 1, wherein said monolithic body made of transparent material is obtained by pressure injection-compression or gravity casting, with low-roughness surfaces which are obtained so as to be perfectly reflective by metallic deposition or by means of a film or low-thickness panel.

4. (amended) The rear-view mirror installed on a vehicle according to claim 1, wherein the reflecting surface is obtained by means of a coating technique or by in-mold coating or by in-mold embedding of reflective panels or films.

5. (amended) The rear-view mirror installed on a vehicle according to claim 1, wherein the reflective surface is made of electrically conducting [and is adapted to constitute a heating element for deicing or demisting said mirror].

6. (amended) The rear-view mirror installed on a vehicle according to claim 1, wherein the flat surface is of a water-repellent and scratch-resistant type.

7. (amended) The rear-view mirror installed on a vehicle according to claim 1, wherein said flat surface is made of an electrically-conducting [type] material.

8. (amended) The rear-view mirror installed on a vehicle according to claim [1] 2, wherein said aspheric reflecting surface determines a transverse viewing angle of 85°.

9. (amended) A rear-view mirror with a wide viewing angle and reduced single-image distortion[, particularly for vehicles, wherein it comprises] installed on a vehicle, the mirror comprising a monolithic plastic body which is made of transparent plastic material and in which a surface that faces objects to be detected is flat and an opposite reflecting surface is obtained with an aspheric shape which is optically generated by the rotation, about an axis which is ideally perpendicular to a centerline axis of the vehicle on which the mirror is [to be] installed, of a curve whose equation is:

$$M = 1/[1+(2E/R)]$$

wherein M is the angular magnification of [the] a reflected image of the mirror, E is the distance of the eye of a driver from the surface of the mirror that faces objects to be detected and R is the radius of curvature of the mirror[, where R] which varies point by point [by means of an optically known equation which is extracted and obtained empirically with three parameters which depend on the design choice of M and E] along the mirror.